

Oceanic Steamship Company Sierra Schedule

DEPART S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
OCT. 22	OCT. 28	NOV. 2	NOV. 8
NOV. 12	NOV. 18	NOV. 23	NOV. 29
DEC. 2	DEC. 8	DEC. 14	DEC. 20
DEC. 24	DEC. 30	JAN. 4	JAN. 10

Connects at Honolulu with C. A. Line for Sydney. C. A. Line leaves Honolulu for Australia Jan. 8, 10 and every 28 days.
*Arrives in Honolulu a week in advance of C. A. Line steamer en route to Sydney.

RATES from Honolulu to San Francisco—First Class, \$65; Round Trip, \$110. Family Room, extra.

Reservations will not be held later than twenty-four hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

C Brewer & Co., Ltd.

GENERAL AGENTS.

Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

FOR FIJI AND AUSTRALIA.

FOR VANCOUVER.

*MAKURA	NOVEMBER 11	ZEALANDIA	NOV. 8
ZEALANDIA	DECEMBER 9	MARAMA	DECEMBER 6

*Calls at Fanning Island.

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

Theo. H. Davies & Co., Ltd., Gen'l Agents

Pacific Mail Steamship Co. Toyo Kisen Kaisha S. S. Co.

Steamers of the above Companies will call at HONOLULU and leave this port on or about the dates mentioned below:

This Port on or about the Dates mentioned			
LEAVE HONOLULU FOR ORIENT.		LEAVE HONOLULU FOR S. F.	
MONGOLIA	OCT. 31	KOREA	OCT. 22
TENYO MARU	NOV. 5	NIPPON MARU	NOV. 5
KOREA	NOV. 14	SIBERIA	NOV. 14
NIPPON MARU	NOV. 29	CHINA	NOV. 19
SIBERIA	DEC. 5	MANCHURIA	NOV. 26
CHINA	DEC. 12	CHIYO MARU	DEC. 3
MANCHURIA	DEC. 19	ASIA	DEC. 10
CHIYO MARU	DEC. 27	MONGOLIA	DEC. 24
	1911.	TENYO MARU	DEC. 31
ASIA	JAN. 3		1911.
		KOREA	JAN. 7
		NIPPON MARU	JAN. 21
		SIBERIA	JAN. 23

FOR FURTHER INFORMATION APPLY TO

H. HACKFELD & CO. LTD

Matson Navigation Co.'s Schedule, 1910

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.

Arrive from San Francisco		Sail for San Francisco.	
Lurline	September 28	Lurline	October 4
Wilhelmina	October 4	Wilhelmina	October 12
Hilsonian	October 15	Hilsonian	October 22
Wilhelmina	November 1	Wilhelmina	November 9

For further particulars apply to

CASTLE & COOKE LTD.

GENERAL AGENTS.

American-Hawaiian Steamship Co.

FROM NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE OR TACOMA TO HONOLULU DIRECT:
S. S. Missourian to sail..... October 28
S. S. Columbian to sail..... November 9
S. S. Alaskan to sail..... November 21

For further information apply to
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C. P. MORSE, General Freight Agent.

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TIDES, SUN AND MOON.

Full moon, Oct. 18th, at 3:53 a. m.

Time	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.
17	2:45	1:30	0:00	0:00	0:00	0:00	0:00	0:00
18	3:22	1:47	0:45	0:30	0:30	0:30	0:30	0:30
19	4:04	1:30	1:11	0:56	0:45	0:30	0:25	0:47
20	4:48	2:00	1:40	1:26	1:10	0:50	0:29	0:37
21	5:30	2:40	2:08	1:54	1:40	1:00	0:28	0:31
22	6:24	3:20	2:35	2:24	2:10	1:01	0:27	0:31
23	7:20	3:50	3:00	2:50	2:30	1:01	0:27	0:31

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tides at Honolulu and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 20 minutes slower than Greenwich time, being that of the meridian of 157 degrees 30 mins. The time whistle blows at 1:30 p.m., which is the same as Greenwich 0 hours 0 minutes. The sun and moon are for local time for the whole group.

Shipping in Port

(Government vessels.)

U. S. L. H. T. Kukul, from cruise, August 19.

U. S. R. C. Theis, from cruise, Sept. 8.

Merchant vessels.

Virginian, Am. str. from Seattle, Oct. 13.

Herzogin Cecile, Ger. sp. from Leith, Oct. 7.

Philippine, Am. Sch. from Fort Bragg, Oct. 7.

S. C. Allen, Am. bk. from Fort Ludlow, Oct. 3.

M. E. Foster, Am. schr., from Port Ludlow, Sept. 27.

Ethel and, Am. schr. from Hilo, Oct. 13.

PROJECTED DEPARTURES.

For San Francisco.

Korea, P. M. S. S. Co., October 22.

Sierra, O. S. S. Co., November 2.

Nippon Maru, T. K. K., November 5.

For Vancouver.

Manuka, C. A. R. M. S., November 8.

Moana, C. A. R. M. S., Dec. 7.

Makura, C. R. R. M. S., November 11.

Moana, C. A. R. M. S., December 7.

For China and Japan.

Mongolia, P. M. S. S. Co., October 31.

Tenyo Maru, T. K. K., November 8.

Korea, P. M. S. S. Co., Nov. 14.

Nippon Maru, T. K. K., Nov. 29.

INTER-ISLAND VESSELS.

For Hilo and Hawaii Ports.

Mauna Kea, L. I. S. N. Co., Every Tuesday.

Mikahala, every Tuesday.

For Kauai Ports.

W. Hall, L. I. S. N. Co., Every Thursday.

Kinau, L. I. S. N. Co., Every Tuesday.

For Maui and Hawaii Ports.

Claudine, L. I. S. N. Co., Every Friday.

Kau and Kona ports.

Mauna Loa, L. I. S. N. Co., alternate Tuesdays and Fridays.

TRANSPORT SERVICE.

U. S. A. T. Logan, at Manila.

U. S. A. T. Sheridan, en route to San Francisco.

U. S. A. T. Dix, in port.

U. S. A. T. Sherman, en route to Manila.

THE NEVADAN

IN DISTRESS

The Nevadan had a narrow escape from sinking when en route from Honolulu, shortly after leaving San Francisco. The earliest advices received in town yesterday afternoon were that the vessel had lost her port propeller and was full of water, and this excited considerable comment among shipping people. It was subsequently ascertained that telegraphic advices had been received by the Merchants' Exchange and the local agents, which put at rest any fears regarding the vessel's safety.

The Nevadan left San Francisco on Sunday and met with rough weather on Tuesday. During the afternoon the port propeller was carried away and the vessel's hull punctured by the tail shaft.

Water poured in until it was eighteen feet deep in the vessel and it was necessary to jettison fifty tons of freight to keep the vessel afloat. Five o'clock yesterday afternoon, according to a later message, the Nevadan arrived in port and preparations were made to put the vessel into dock and discharge her freight.

It is fortunate that the accident

happened when the Nevadan was close to port, otherwise she might have had a very unpleasant experience endeavoring to get into port with her holds full of water and her propeller gone. The actual time of the accident is not given, but judging by the time of her arrival in 'Frisco it is probable it happened early on Monday morning.

The Matson Navigation Company's steamer Wilhelmina made good time across the Pacific arriving at the Coast at 2:30 a. m. yesterday, having taken five days, sixteen and one half hours on the trip. The Wilhelmina and the Oceanic S. S. Company's steamer Sierra left Honolulu shortly after ten a. m. on October 12, the Wilhelmina getting away a trifle in front, but the Sierra overhauled her during the day and was making one knot more per hour. There was some little talk of a race, but it is evident that the Sierra was not put to her limit, as she only arrived in 'Frisco seven minutes ahead of the Wilhelmina.

PROGRESS OF EQUAL

SUFFRAGE IN ENGLAND.

Woman has just demonstrated on behalf of her own enfranchisement on a scale so gigantic. In London that forty bands were inadequate to the dimension of the parading feet, says Current Literature. The thousands of women, dressed mostly in white, had mobilized in protest against the fate of the bill favoring votes for women. The Pankhurst prediction that this famous measure would prove no more than to merest theatrical device in a parliamentary comedy signed by Prime Minister Asquith seemed to the suffragettes to have realized itself before their disillusioned eyes.

Yet the seriousness of the attitude with which the Commons discussed the fateful measure, to packed galleries, the eager comment in the newspapers, revealed how completely the feminist movement had seized a psychological moment. "Woman's suffrage is no longer a minor problem. Some of Britain's most famous men and women at once organized the National Anti-Woman Suffrage League to wage against the movement headed by the Pankhurst and their like—minus the militancy—which has resulted in so much throwing of stones and street violence. "The battle of woman suffrage is only just beginning in earnest."

1625-MILE VOYAGE MADE BY FRENCH SUBMARINE.

PARIS, October 1.—The submarine boat Archimede has accomplished a non-stop voyage from Cherbourg to the mouth of the River Gironde and back. The trip of 1625 miles was made in less than five days. The Archimede is of a size sufficient to allow four officers' cabins and accommodations for a crew of thirty-two men. She is as comfortable as a torpedo boat destroyer. She could blockade a port for a week. The press maintains that her voyage beats that recently made by the American submarine Salmon from Quincy, Mass., to Hamilton, Bermuda.

POPE DENIES KING FAVORED CHURCH PARTY.

ROME, October 5.—Events in Portugal are being followed here at the Vatican, where the news of the revolution has more distressed than it has surprised. The Pope has been moved by the tragic events, and offered prayers that a solution may be found to avoid further bloodshed. The Vatican distinctly desires to contradict that King Manuel has been too friendly to the Clerical party. The recent religious troubles in Portugal and the speech from the throne a few weeks ago, it is pointed out, demonstrate the error of this statement. In that speech the King threatened war against the religious orders, and the Holy See expected to see a repetition in Portugal of the policy Premier Canalejas is following in Spain.

FAVORS CHILDREN'S BUREAU IN NATIONAL GOVERNMENT.

OMAHA, October 5.—Judge A. L. Hutton of the Juvenile Court, Republican nominee for Congress in this district, today received a letter from Theodore Roosevelt endorsing a suggestion for a children's bureau in the national Government. The letter says: "As I have said in the message sent as President to the Congress in February, 1909, I very strongly believe that we should have a children's bureau in the national Government."

NAVY WANTS GUNBOATS FOR USE IN THE ORIENT.

WASHINGTON, October 5.—Beside the two battle-ships and two colliers already announced as the building program to be reported to the Congress at its next session, a tentative decision has been reached by the Navy Department to call for two gunboats and two tugs. One of the gunboats probably will be of the type that navigate Chinese rivers.

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